United States Department of Agriculture

2014 Kensington Fuel Depot

Environmental Assessment

Forest Service
Alaska Region

Tongass National Forest
Juneau RangerDistrict

R10-MB-792

[June][2015]

Cover Photo: Kensington Marine Terminal, Berners Bay, Alaska

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Location

The Kensington Mine is operated by Coeur Alaska. The Kensington Marine Terminal is located in Slate Creek Cove of Berners Bay, approximately 40 miles north-northwest of Juneau, Alaska (Figures 1-2). The area is located in Township 36 South, Range 62 East, Section 01, Copper River Meridian.

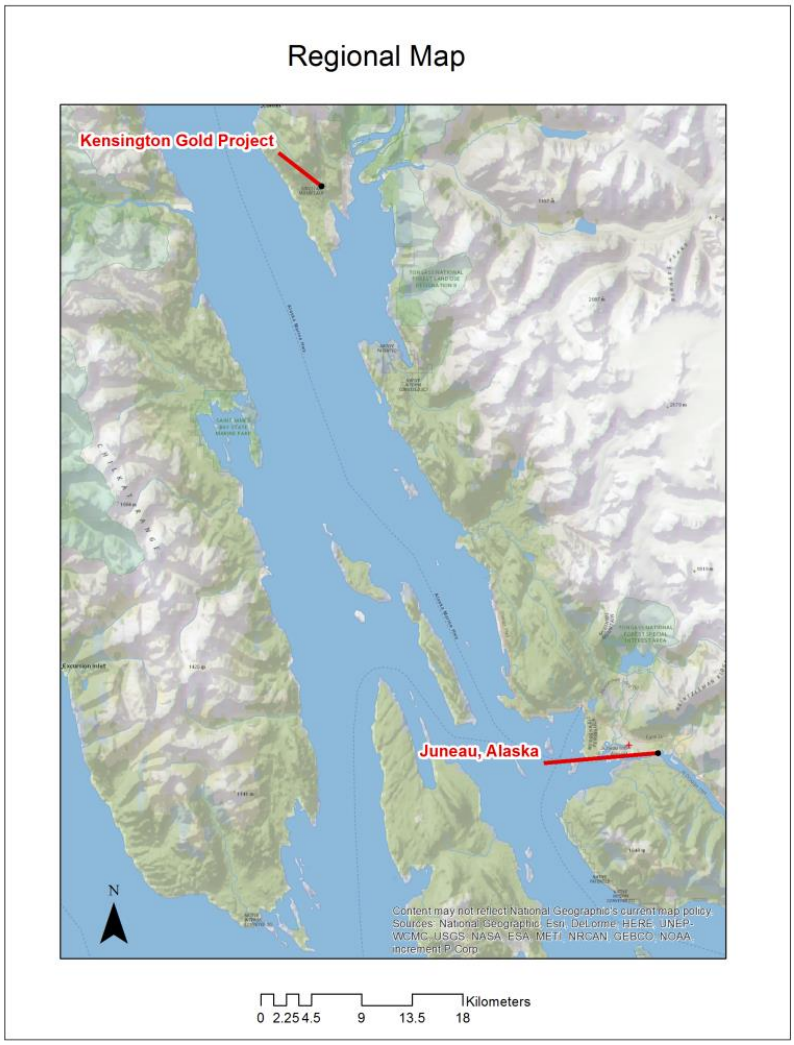

Figure 1. Regional Map

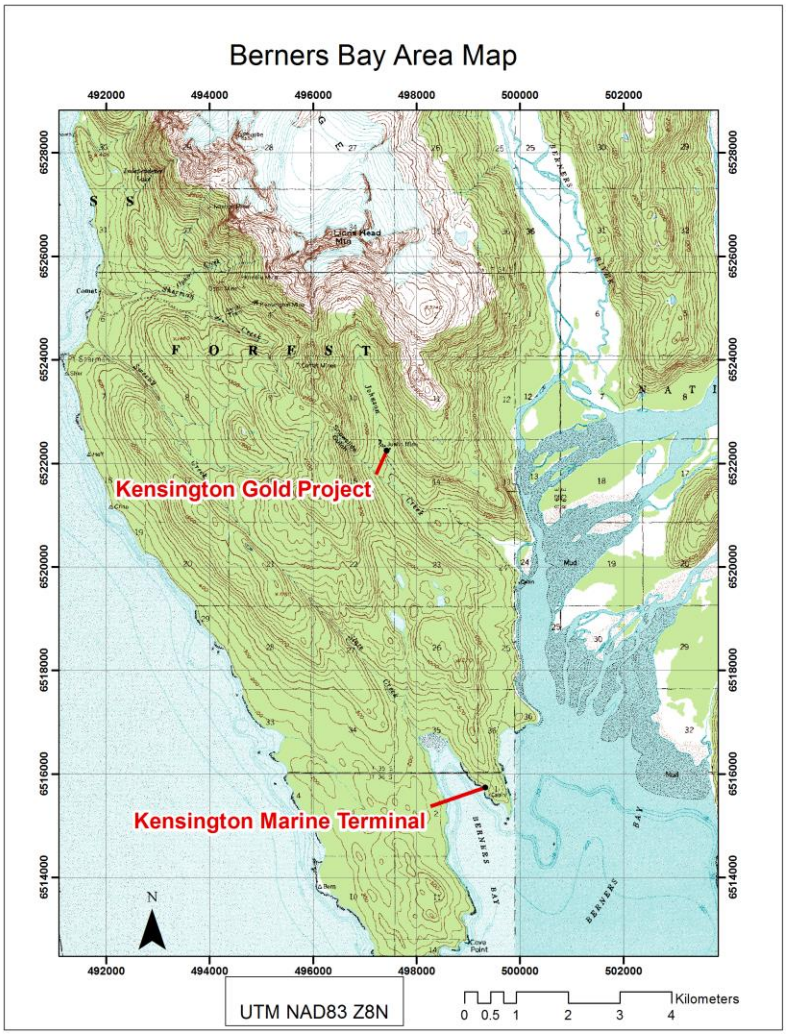

Figure 2. Berners Bay Map

Purpose and Need for Action

The purpose of this Environmental Assessment is for the Forest Service to consider certain changes to the approved Plan of Operations (POO) of the Kensington Gold Project concerning the delivery, handling, and storage of fuel at the Kensington Slate Creek Cove Marine Terminal. The proposed action is to construct and install a fuel depot in the upper laydown yard of the Slate Creek Cove Marine Terminal within the boundaries of the Kensington Mine operation. Ongoing mineral exploration has identified a potential reserve that necessitates an expansion of subsurface operations. The subsurface development will occur in conjunction with the scheduled Stage Three dam construction at the Tailings Treatment Facility. The expansion of subsurface and surface operations has created the need for a reliable fuel supply that will allow for continuous operation in an economically viable manner while remaining in compliance with regulatory requirements.

This Environmental Assessment (EA) analyzes potential impacts that could result from installation of a bulk fuel facility on National Forest System (NFS) managed lands. Other aspects of the Kensington Gold Project fuel routines and methods are not addressed in this EA because of previous analysis in the 2004 Environmental Impact Statement (EIS) or the involvement of private property located on patented mining claims.

Forest Service Minerals Laws and Regulations

Forest Service policy in Title 36 Code of Federal Regulations Part 228 (36 CFR 228.1) states that use of the surface of NFS lands in connection with operations authorized by the United States mining laws (30 U.S.C. 21–54) shall be conducted so as to minimize adverse environmental impacts on NFS surface resources. While Federal law permits mining operations on National Forest lands, it also charges the agency with the prevention of unnecessary destruction of Forest lands and regulation of occupancy and use of the surface for purposes reasonably incident to prospecting, mining, or processing, primarily under the Organic Act of 1897 and the Surface Resources Act of 1955.

Forest Service Manual Direction

Relevant policy in the Minerals and Geology Manual (FSM 2802) state that the Forest Service will encourage and facilitate the orderly exploration and development of mineral and energy resources on National Forest System lands to maintain a viable, healthy minerals industry, and ensure that exploration, development, and production of mineral and energy resources are conducted in an environmentally sound manner.

Compliance with the Tongass National Forest Land and Resource Management Plan

The Land and Resource Management Plan (2008 Forest Plan) guides all natural resource management activities and establishes management standards and guidelines for the Tongass National Forest. It describes resource management practices, levels of resource production and management, and the availability and suitability of lands for different kinds of resource management. The Forest Plan provides guidance on all areas of the Forest, which are assigned a Land Use Designation (LUD) according to use.

Recommended management measures are included in the Environmental Analysis that will help the Proposed Action meet the requirements of the 2008 Forest Plan. The Kensington Marine Terminal is located within an Old-Growth Habitat (OGH) LUD. There is an exception within the OGH LUD for small areas of non-conforming development such as mining activities, which may be considered on a case-by case basis that are compatible with the surroundings of the characteristic landscape (2008 Forest Plan, 3-60); these forest lands within this LUD are open to mineral entry (2008 Forest Plan, 3-59).

Description of Alternatives

Two alternatives are being considered for this analysis. Alternative 1 is the No Action, and Alternative 2 is the Proposed Action.

Figure 3. Upper and Lower Laydown yard

Existing Condition

The existing condition of fuel transport, fuel delivery, and fuel storage is by use of isotainer or isocontainer (capacity 6,500 gallons) at the Kensington Mine. Approximately 20 isotainers of fuel are stored at the lower laydown yard (Figure 3 and 4) of the Kensington Marine Terminal for a total approximate capacity of 130,000 gallons. Biweekly, isotainers are barged to site and are handled by forklift. Isotainers are transported by flatbed haul truck from the lower laydown yard to the Mill bench for refilling of the day use tank.

No Action

The No Action alternative would not result in a modification to the General Plan of Operations. The No Action alternative is identical to the existing condition for fuel handling on site; isotainers would continue to be used for delivery, storage, and transport of fuel at the Kensington Mine.

Proposed Action

Figure 4. Kensington Marine Terminal

Seven fuel tanks are to be installed above ground at the upper laydown yard of the Kensington Mine Marine Terminal, for a maximum capacity of three hundred and fifty thousand gallons. Currently, fuel is stored in isotainers in lower laydown yard. The upper and lower laydown yards are identified in Figures 3 and 4. The tanks will be equipped with industry standard integral secondary containment, overfill prevention, interstitial monitoring and external gauges. A header pipe will be located along the northwest side of the Kensington Marine Terminal access road, above the high tide water line elevation, and will connect via a seamless pipeline to the tanks. Installation of the pipeline will require trenching, unless near surface bedrock prevents excavation of soil, to install approximately 100-200 feet of the pipeline along the Kensington Marine Terminal Access Road (Figure 5). To avoid blasting, if subsurface conditions are not favorable for shallow trenching, the pipeline will be installed above ground along the Kensington Marine Terminal Road. An additional 200-300 feet of above ground piping will be installed and then connect to the seven tanks located up slope in the upper laydown yard (Figures 4 & 5).

Fuel delivery to Kensington Mine will be by barge operated by Petro Marine. The barge is to dock at the Kensington Marine Terminal and connect to the fuel header located on the northwest

side of the Kensington Marine Terminal access road via an approximately 100-150 feet flexible hose. Fuel deliveries are to occur approximately once every three weeks.

The fuel tank truck loading station will be a 20-foot shipping container connected to the supply piping. The 20-foot shipping container will house and protect from atmospheric conditions a generator, pump, filter, and metering system, which will connect via flexible hose to the fuel, tank truck. All connections of the loading station will be in secondary containment during fueling operations. The fuel tank truck will then deliver fuel to the 30,000-gallon day tank located near the Mill.

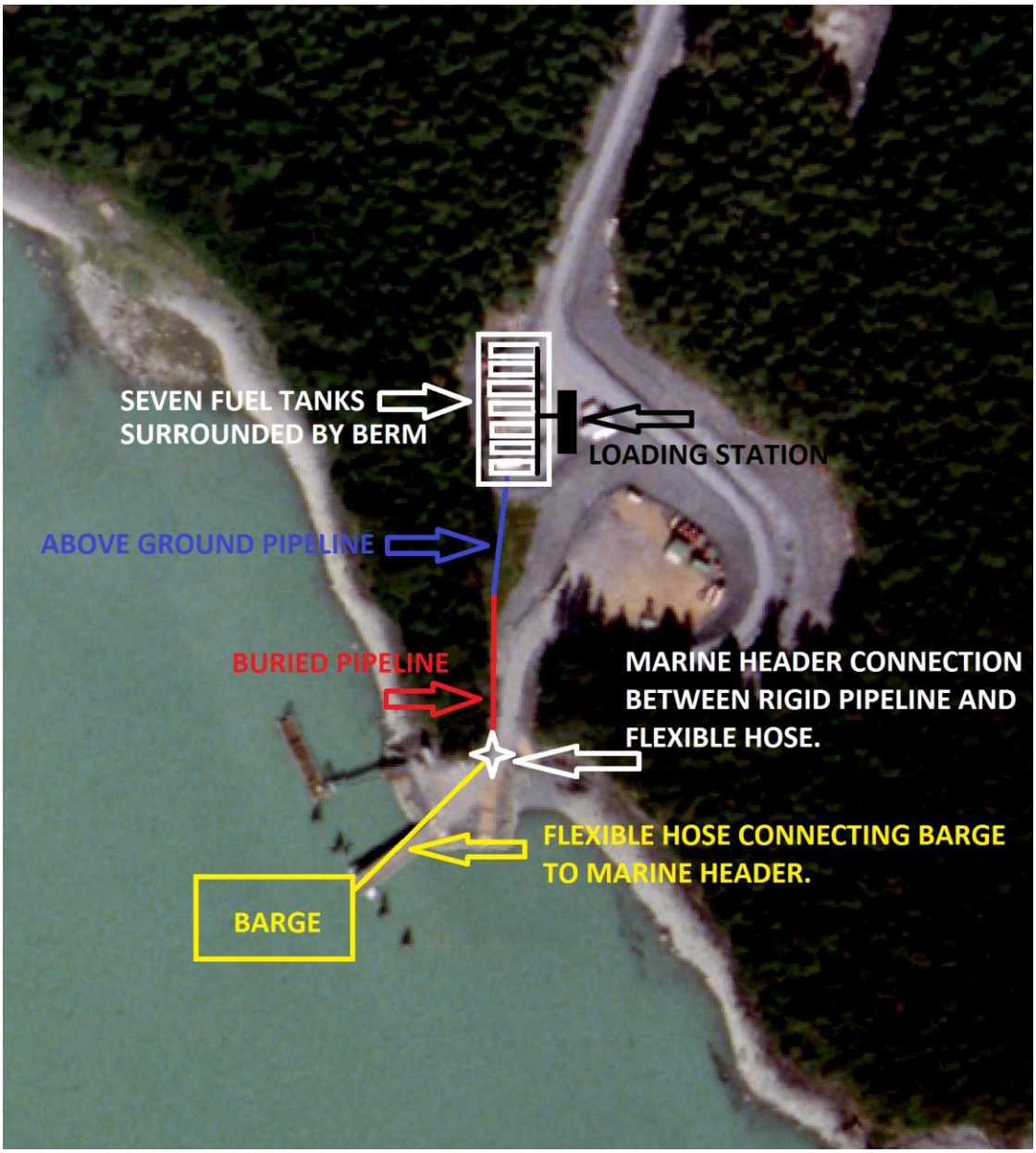

Figure 5. NOT TO SCALE. Approximation of the location of the pipeline and fuel depot at the Kensington Marine Terminal.

Time and duration of Activity

Work is anticipated to last approximately 8 weeks and to be completed by October 2016.

Agencies and Persons Contacted

The Forest Service sent out scoping letters on October 29, 2014 to 27 individuals, government, and tribal entities. One comment was received.

Issues

The scoping comment received was concerning slope stability of the upper laydown yard with the additional load of seven fuel tanks containing approximately two million pounds of fuel. The concern has been addressed in the construction design features section of this EA.

Federal and State Permits, Licenses, and Certifications

Various authorizations are required before implementation of the project. The certifications that may be needed and authorizing agencies are listed below:

U. S. Environmental Protection Agency (EPA)

The facility has an aggregate capacity greater than 1,320 gallons in aboveground storage; it will be a requirement to update the existing SPCC (Spill Prevention, Control and Countermeasure) Plan to incorporate the fuel depot.

U.S. Coast Guard

The U.S. Coast Guard will enforce Code of Federal Regulations (CFR) Title 33, Navigation and Navigable Waters, Part 154; 33CFR154 applies to each facility that is capable of transferring oil or hazardous materials, in bulk, to or from a vessel, where the vessel has a total capacity, from a combination of all bulk products carried, of 39.75 cubic meters (250 barrels) or more. The Coast Guard will also monitor compliance with the Oil Pollution Act of 1990, conduct inspections, and ensure compliance with Facility Security Plans pursuant to the Maritime Transportation Security Act.

State of Alaska, Department of Environmental Conservation (ADEC)

Certification of compliance with Alaska Water Quality Standards (Section 401 Certification). Alaska Pollutant Discharge Elimination System review (Section 402 of the Clean Water Act). Should it be determined that a APDES permit is required for this project, the project will comply with any applicable APDES permitting requirements ADEC will review any updates to the approved Plan of Operations for compliance with State Permits, Licenses, and Certifications.

State of Alaska, Department of Natural Resources (ADNR)

ANDR will provide authorization for use of tidelands and submerged lands at the marine facility and will review any updates to the approved Plan of Operations for compliance with State Permits, Licenses, and Certifications.

Mitigations

The following BMP table, design features, and operational requirements are presented as preventative measures to reduce the potential for degradation of fisheries habitat, sedimentation, and fuel contamination into Berners Bay.

Table of Applicable BMP

National Core BMP Tech Guide (2012)	Alaska Region BMPs (R-10 2509.22-2006)	Compliance for Alternative 2
GENERAL PLANNING ACTIVITIES		
Plan-2 Project Planning and Analysis	12.1, 12.4, 12.5, 12.6	EA
Plan-3 Aquatic Management Zone Planning	12.4, 12.5, 12.6 (TTRA), 12.6a	EA
AQUATIC ECOSYSTEMS MANAGEMENT ACTIVITIES		
AqEco-2 Operations in Aquatic Ecosystems	12.5, 12.6, 12.8, 13.16, 14.5, 14.6, 14.14, 14.11, 14.15, 14.17, 17.2, 18.2, 18.3	Design Features
AqEco-4 Stream Channels & Shorelines	12.3, 12.5, 12.6, 12.17, 18.1	Design Features
FACILITIES AND NON RECREATION SPECIAL USES MANAGEMENT ACTIVITIES		
Fac-1 Facilities & Non recreation Special Uses Planning	12.10, 12.13, 12.14, 14.4, 17.1	EA
Fac-2 Facility Construction and Stormwater Control	12.17, 14.5, 14.7, 14.8, 14.9, 14.18, 14.25, 14.26, 14.27	Design Features
Fac-6 Hazardous Materials	12.8, 12.9, 15.2, 17.5, 17.6	Design Features, POO, FRP, SPCC, and RP
Fac-7 Vehicle and Equipment Wash Water	none	Design Features
Fac-8 Nonrecreation Special Use Auth	12.1	EA
Fac-9 Pipelines, Transmission Facilities, and Rights-of-Way	12.14	EA
Fac-10	12.9, 12.17, 14.24, 14.25	
TRAVEL MANAGEMENT PLANNING ANALYSIS		
Road-4 Road Operations & Maintenance	14.2	Design Features, SPCC, and POO
Road-8 Snow Removal & Storage	14.23	POO and SPCC
Road-9 Parking & Staging Areas	14.25, 14.26, 14.27	POO and SPCC
Road-10 Equipment Refueling & Servicing	12.8, 12.9	Design features, POO, SPCC, FRP, and RP
Road-11 Road Storm-Damage Surveys	14.2	POO

Construction Design Features

1. The approved Kensington Plan of Operations (POO) must be updated to reflect site conditions to occur with the proposal prior to operation of the fuel depot. The Best Management Plan (BMP), Spill Prevention Control and Countermeasure Plan (SPCC), Stormwater Prevention Plan (SWPP), Facilities Response Plan (FRP), and the Reclamation Plan will all be updated prior to operation to meet all Federal and State requirements.

2. Areas disturbed by mechanical means must be stabilized during construction and rehabilitated following construction to control erosion; disturbed areas will be seeded and

fertilized using a Tongass National Forest approved mixture (FSM 2080 TNF Supplement, Exhibit 2).

3. Include design and construction measures to address point source sedimentation at the termination of the inboard ditch in the Slate Cove parking area.
4. If construction activities are interrupted, erosion control measures should be completed prior to suspension or shutdown.
5. Vegetable-based hydraulic oils will be used in equipment operating in or near (<100') water.
6. Areas suitable for staging construction materials and equipment will be identified on-site and all equipment, tools, and construction materials must be cleaned or washed prior to arriving at site to remove seeds and plant propagules to reduce the potential for the spread of invasive plants.
7. If heritage resources are discovered during construction, all construction must cease and a Forest Service Archeologist must be notified.
8. Designate refueling, service, and equipment staging areas away from surface waters and utilize secondary containment or collection devises to minimize potential for groundwater or surface water contamination by hydrocarbons or other contaminants.
9. Provide covered secondary containment in all areas of fuel transfer with adequate volume to accommodate a spill and to eliminate the accumulation of precipitation into the containment.
10. Establish and maintain adequate secondary containment around the fuel tank farm and at the marine header to prevent the discharge of fuel.
11. Design the Kensington Fuel Depot using a Professional Engineer licensed to practice in the state of Alaska in accordance with local, state, and federal requirements.
12. Preform a geotechnical evaluation for a determination of load bearing capacity and slope stability when designing the fuel tank storage area, marine manifold, and the pipeline.
13. Design the fuel tank storage area, marine manifold, and the pipeline to withstand seismic events.
14. If construction occurs during heavy rainfall, ensure erosion controls are adequate to accommodate all runoff or cease construction operation until runoff can be accommodated.
15. Coordinate with fisheries and wildlife biologists to determine appropriate construction timing windows.
16. Routinely inspect construction site to verify that erosion and stormwater controls are implemented and functioning as designed in the updated approved Plan of Operations.

17. The planting of conifers or alder on the visible slope below the laydown yard will lessen the visibility of the storage facility.

18. The addition of a raised berm around the seven tanks will assist in screening of activity.

Fuel Depot Operation

1. Acquire all state and federal permits necessary for fuel transfer in a marine environment.

2. Follow operational protocols specific to the equipment (barge, fuel hose, and marine header, pipeline and storage tanks) and environment (weather and tides).

3. Deploy containment booms each time refueling of the depot from a barge occurs at the Kensington Marine Terminal.

4. Respond to hazardous materials releases and spills using the established site-specific contingency plan and emergency response plan in the updated approved Plan of Operations.

5. Ensure that hazardous spill kits are stocked with necessary supplies to handle a spill comparable in volume to the Proposed Action, spill kits are maintained in accessible locations, and that personnel are trained on spill kit deployment and clean up.

6. Provide training for all personnel at the Kensington Gold Project in fuel handling fuel storage, and fuel disposal at the Kensington Gold Project.

7. Require suitable regular inspections by certified inspectors, testing, and leak detection to identify and mitigate pipeline and storage tank deformities, malfunctions, and leaks.

8. Ensure that the pipeline corridor and tank farm are structurally protected and maintained to minimize damage to NFS lands.

9. Halt road use at the Kensington Marine Terminal during the transfer of fuel from the barge to the fuel depot.

10. Routinely inspect the construction site to verify that erosion and stormwater controls are implemented and functioning as designed.

Environmental Impact of the No Action and Proposed Action Alternatives

Lands, Special Uses, Recreation, Roadless Inventory, and Timber will not be affected by the proposed action and therefore, no further analysis will be completed. The project area is a previously disturbed area that is a storage yard with biweekly loading and unloading of isotainers and shipping containers. No special use activities occur here, it is not in an Inventoried Roadless Area, there will be no removal of timber and no new plant populations will be disturbed by this proposed activity.

Botany

No Action – The No Action alternative would not result in a change to the effects on botany. Current inventory of invasive plants indicate no infestations of high-priority invasive plants in or near the project area. No endangered, threatened, sensitive, or rare plants have been documented in or near the project area.

Proposed Action – The proposed action presents a moderate risk of invasive plant infestation from habitat alteration, re-exposure of mineral soil, and the importation of construction equipment or construction materials. If all mitigation measures are implemented the risk of infestation will be greatly reduced. Mitigation measures are included in this document.

Fisheries

No Action – The No Action alternative would not result in a change to the effects of fisheries resources. Existing conditions would remain. Isotainers (capacity 6,500 gallons) will continue to be used to transport and store fuel at the Kensington Marine Terminal. A total of 130,000 gallons fuel may be stored in the lower laydown yard of the Kensington Marine Terminal with biweekly shipments by barge, offloading and loading will occur by forklift.

Proposed Action – After reviewing the 2014 Kensington Fuel Depot Plan, a Forest Service biologist concludes there is no direct effect to fisheries habitat from the Proposed Action. However, the potential does exist for degradation of fisheries habitat by sedimentation, and fuel contamination from the Proposed Action. Mitigating features are included in the document that minimizes the overall potential impact to fisheries habitat.

Hydrology

No Action – The effects to water quality were measured using the effects and risk of fuel contamination and sedimentation (see Hydrology Resource Report). The No Action alternative would result in no change in risk to water quality from the existing condition (see Hydrology Resource Report). The current condition includes transfer of isocontainers of fuel over and adjacent to surface waters; however, there is no direct transfer of fuel. The existing risk to water quality from fuel transfer at Slate Cove would be fuel contamination resulting from isocontainer puncture and sedimentation from transfer of isocontainers. A fuel spill could occur from the puncture of an isocontainer at the laydown yard or in transport from the barge to the laydown yard. Sedimentation currently occurs from the forklift transfer of isocontainers from the barge to the laydown yard and back.

Proposed Action – The Proposed Action will result in a higher risk of fuel contamination near surface waters, a reduction in sedimentation near surface waters, and and a higher degree of regulatory oversight.

The proposed action will result in an increased volume (350,000 gallons) of fuel transfer at a marine facility; hence, the result of a spill has a greater chance of reaching surface waters. The proposed action results in 13 fuel transfers per year occurring over marine waters compared to the existing condition, which had no direct fuel transfer proximal to marine waters.

There will be a reduction in sedimentation near surface waters because the Proposed Action alternative eliminates the need to transport 12-15 isocontainers weekly from the barge to the

laydown area and back. This reduction in traffic would result in a reduction of sedimentation produced along the road.

The proposed action results in additional permitting and oversight by the US Coast Guard near marine waters, which should counter the increased risk to water quality and if managed according to permits, result in low risk and immediate response to a fuel spill. Along with the increased permitting requirements, there will be mandatory procedures, additional oversight, and an established countermeasures plan, which will insure that if a spill does occur; the back-up procedures and emergency response would result in a small spill and immediate response.

Scenery Resources

No Action – The No Action alternative would continue to meet the Scenic Integrity Objective (SIO) of Low to Very Low, and complies with the Forest Plan under the exception for non-conforming development for mining activities, which is listed under the Scenery Objectives for an Old Growth LUD (2008 Forest Plan, 4-57).

Proposed Action – Under the Proposed Action alternative the scenic integrity would change with implementation of recommended mitigation measures, and achieve a level of scenic integrity more consistent with the Old Growth Habitat LUD designation. Change because of development would be visible but lessen the effect to the overall scenic integrity.

Wildlife

No Action – The No Action alternative would not result in a change to the effects on wildlife resources as described in the 2004 Environmental Impact Statement. The No Action alternative is not likely to adversely affect the humpback whale and the Steller sea lion. No additional threatened, endangered, or proposed species will be affected by the No Action alternative. Existing operations are not expected to adversely affect populations of other wildlife resources, such as Management Indicator Species.

The impacts of current actions at the Kensington Mine on threatened, endangered, and proposed species were analyzed in a biological assessment (Tetra Tech, 2004) and a biological opinion (BO, NMFS 2005) which determined the mining operations were not likely to adversely affect humpback whales and Steller sea lions. This determination was based on potential impacts related to construction noise, vessel noise, vessel traffic, (disturbance and collision), and petroleum spills. Consistent with the recommendations in the BO, Coeur Alaska obtained an Incidental Harassment Authorization for the mining related activities.

Proposed Action –The Proposed Action is not likely to adversely affect the humpback whale and the western Distinct Population Segment (DPS) of the Steller sea lion. Boat traffic, construction disturbances, and petroleum spills could result in discountable or insignificant effects to a small number of individuals. The Forest Service is requesting concurrence from the National Marine Fisheries Service prior to implementation of the Proposed Action.

A qualified wildlife biologist will conduct a survey for bald eagle nest prior to project initiation. All bald eagle nests are considered active until monitoring indicates otherwise. USFWS should be contacted to determine appropriate buffer distances, timing constraints, and to obtain a permit

for accidental take, if necessary. Three bald eagle nests (nest number 39,110, and 111) are estimated to be within 330 feet of the project. None of the three nests was active when last surveyed in 2008 and their status is unknown. Forest Plan standards and guidelines require the protection of beach fringe habitat and managing bald eagle habitat in accordance with an Interagency Agreement between the Forest Service and the USFWS (USDA FS 2008a). No agreement is currently in effect, so the Tongass National Forest manages bald eagle habitat consistent with the guidelines in the National Bald Eagle Management Plan (USFWS 2007).

The Proposed Action is not expected to adversely affect populations of other wildlife resources, such as Management Indicator Species. If a goshawk nest is found during project implementation, the Forest Service District Biologist will be notified immediately so that Forest Plan standards and guidelines can be implemented. This would include identification of a nest territory and, seasonal timing restrictions as needed on continuous activities likely to cause nest abandonment within 600 feet of a nest.

If any previously unidentified endangered, threatened, proposed, or sensitive species or key habitats are encountered at any point in time prior to or during the implementation of this project, a Forest Service District Biologist will be consulted and appropriate measures will be enacted.

Cumulative Effects

The cumulative effects of this project include past, present and reasonably foreseeable actions that will overlap in space and time. The State of Alaska has been working on the environmental analysis for the Juneau Access Project road, a road connection between Juneau and communities at the north end of Lynn Canal. Should the proposed action for the Kensington Fuel Depot be the selected alternative, project construction would be completed prior to the start of any construction on the Juneau Access project; therefore, there would be no cumulative effects for the Kensington Fuel Depot project.

Compliance with Other Laws and Regulations

Endangered Species Act (1973, as amended) – A Biological Assessment was completed for threatened, endangered, and proposed species. Both alternatives may but are not likely to adversely affect the humpback whale and the western DPS of the Steller sea lion. Boat traffic, construction disturbance, and petroleum spills could result in discountable or insignificant effects to a small number of individuals. The Forest Service is requesting concurrence from the National Marine Fisheries Service prior to implementation of the Proposed Action.

Bald and Golden Eagle Protection Act (1940, as amended) –Three historic Bald Eagle nests (nest number 39,110, and 111) are estimated to be within 330 feet of the project. None of the three nests was active when last surveyed in 2008 and their status is unknown. If the Proposed Action is selected, a qualified wildlife biologist should conduct a survey for active bald eagle nests prior to project initiation. Management activities will comply with 50 CFR 22.26.

ANILCA Section 810, Subsistence Evaluation, and Finding – The effects of this project have been evaluated to determine potential effects on subsistence opportunities and resources. There is no documented or reported subsistence use that would be restricted because of this proposal.

For this reason, this action would not result in a significant possibility of significant restriction of subsistence use of wildlife, fish, or other foods.

Clean Water Act (1977, as amended) - The Clean Water Act of 1972 (CWA) is the foundation for surface water quality protection in the United States. The objective of the CWA is to restore and maintain the chemical, physical, and biological integrity of the Nation's Waters (USDA FS 990A, 2012). Management standards, guidelines, practices, and permitting have been established to address the Clean Water Act on Forest Service lands. This project will implement National and State Best Management Practices (BMP's), Tongass Land Management Plan (TLMP) Standards and Guidelines, and acquire all necessary permits prior to construction and operation of the Kensington Fuel Depot.

Clean Air Act (1970, as amended) - Emissions from the implementation of the proposal will be of short duration and are not expected to exceed State of Alaska ambient air quality standards (18 AAC 50).

Marine Mammal Protection Act (1972, as amended) –The Proposed Action may but is not likely to adversely affect the humpback whale and the western DPS of the Steller sea lion. Boat traffic, construction disturbance, and petroleum spills could result in discountable or insignificant effects to a small number of individuals in these populations. Construction timing and windows of operation will be coordinated with a Forest Service Biologist.

Magnuson-Stevens Fishery Conservation and Management Act – There would be negligible effects on freshwater or marine habitat because the proposal will not affect fish habitat and no effects would be transported to the marine environment during activities associated with this project unless an unforeseen event occurs. Although the potential for a spill is present, this project minimizes the potential effects of a spill on aquatic systems through project design, application of standards and guidelines, BMPs, Federal and State of Alaska oversight, and site-specific mitigation measures. The National Marine Fisheries Service and Alaska Department of Fish and Game have been notified of this project.

National Historic Preservation Act of 1966 – The Forest Service program for compliance with the National Historic Preservation Act (NHPA) includes locating, inventorying and evaluating the National Register of Historic Places eligibility of historic and archeological sites that may be directly or indirectly affected by scheduled activities. Regulations (36 CFR 800) implementing Section 106 of the NHPA require Federal agencies to consider the effects of their actions on site that are determined eligible for inclusion in or are listed in the National Register of Historic Places (termed "historic properties").

Cultural sites are present and are currently being mitigated according to the terms of a MOA at the Kensington Mine. A Forest Service archeologist has reviewed this project and has made a determination under the provisions of Section 106 of no adverse effect for the proposed project. The State Historic Preservation Officer concurred with this determination.

E.O. 11988 (Floodplains), E.O. 11990 (Wetlands) – The wetland is defined by Executive Order 11990. The wetland is identified in the United States Fish and Wildlife Service National Wetlands Inventory as a wetland characterized by woody vegetation dominated by needle-leaved

evergreens with a substrate that is saturated to the surface for extended periods during the growing season, but with infrequent standing surface water. No streams or wetlands have been identified in the area with the exception of the beach fringe, an area of pre disturbance where the marine facility has been constructed. The Project will not affect the functional value of any floodplain as defined by Executive Order 11988 and will not have negative impacts on wetlands as defined by Executive Order 11990.

E.O. 12962 (Recreational Fisheries) – Federal agencies are required, to the extent permitted by law and where practicable, and in cooperation with States and Tribes, to improve the quantity, function, sustainable productivity, and distribution of U.S. aquatic resources for increased recreational fishing opportunities. As required by this Order, a biologist has evaluated the effects of this action on aquatic systems and recreational fisheries and documented those effects relative to the purpose of this order. The project minimizes the effects on aquatic systems through project design, application of standards and guidelines, BMPs, and site-specific mitigation measures. Since there are no direct effects to fisheries resources within the project area, there will be no direct, indirect, or cumulative impacts related to this order. Impacts are likely to occur only from unforeseen events. The National Marine Fisheries Service has been notified of this project.

E.O. 12898 (Environmental Justice) – This proposal, in accordance with Executive Order 128998, does not have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations.

E.O. 13007 (Indian Sacred Sites) – Tribal governments or their authorized representatives are responsible for notifying the agency of the existence of a sacred site. No sacred sites were identified within the project area.

E.O. 13112 (Invasive Species) – Executive Order 13112 directs Federal agencies to identify actions that may affect the status of invasive species; prevent the introduction of invasive species; detect and respond rapidly to and control populations of such species; monitor invasive species populations; and to provide for restoration of native species and habitat conditions in ecosystems that have been invaded. Actions to be taken include planning at the local, tribal, and state level for species that are likely to cause economic or environmental harm, or, regional, and ecosystem levels, in cooperation with stakeholders and organizations addressing invasive species. Agencies are not to fund or authorize actions that the agency believes are likely to cause or promote the introduction of spread of invasive species, unless the benefits of the action outweigh the potential harm caused by the species. Recommended mitigation measures are incorporated into this environmental analysis.

E.O. 13175 (Consultation and Coordination with Indian Tribal Governments) – The Douglas Indian Association, a federally recognized tribal government, was contacted via the scoping letter and briefed during a monthly coordination meeting. Other tribal organizations, such as Tlingit & Haida Central Council and the Sealaska Corporation were contacted via the scoping letter.

E.O. 13186 (Migratory Birds) – A Forest Service Wildlife Biologist has determined that the proposal should have no effects to migratory birds or their habitat.

E.O. 13443 (Facilitation of Hunting Heritage and Wildlife Conservation) – The project would have no effect on hunting opportunities in the Berners Bay area.

An interdisciplinary team of Forest Service resource specialists was consulted in the development of this environmental analysis. The project planning record is available at the Juneau Ranger District Office for inspection.